



## MEETING DOCUMENTATION

**HNTB**  
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<b>Date:</b>	January 22, 2008	<b>Time:</b>	12:00 to 1:30 p.m.
<b>Subject:</b>	Community Advisory Group Meeting #3	<b>Location:</b>	Page Library, Lincoln University, Jefferson City, MO

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Meeting Participants	Representing (Agency or Firm)
Mark Mehmert, Randy Allen	Chamber of Commerce
Stan Fast	Old Munichberg Neighborhood Association
Reverend Margaret Redmond	Quinn Chapel AME
David Trizner	South Side Business Association
Mike Dusenberg, Karen Daniels, Kristin Gerber	MoDOT
Larry Benz	Cole County
Janice McMillan	City of Jefferson
Steve Wells, Mark Pierson, Betty Burry, Jennifer Johnson	HNTB
Bob Watson	Jefferson City News Tribune

### Meeting Goals

- Advisory Group input on Initial Alternatives and recommended Reasonable Alternatives

### Introductions

Steve Wells of HNTB called the meeting to order, and asked participants and observers to introduce themselves. He noted special thanks to Lincoln University for hosting the meeting.

### Project, Purpose and Need and Screening Criteria Update

Steve Wells and Mark Pierson provided an overview of the project progress so far, noting that since the last meeting, the team has developed a range of initial alternatives and done a preliminary screening of those alternatives, based on (1) the project's formal Purpose and Need and (2) the screening criteria discussed at the last Community Advisory Group meeting.

Wells and Pierson noted that we have:

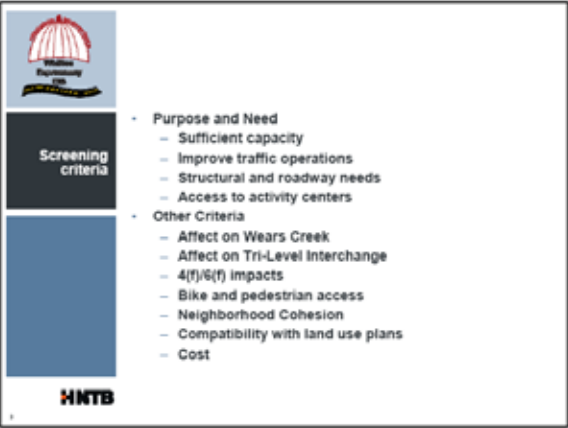
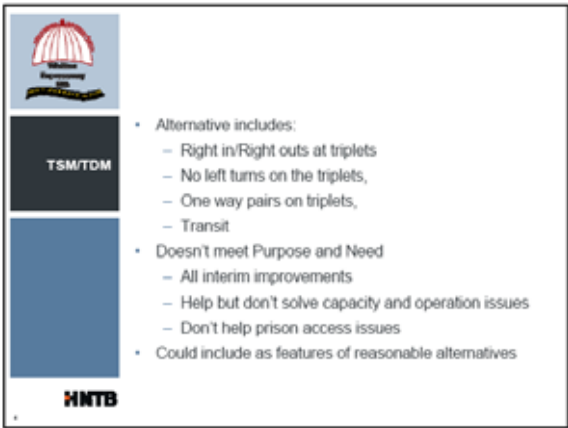
Developed the Purpose and Need



Established Screening Criteria

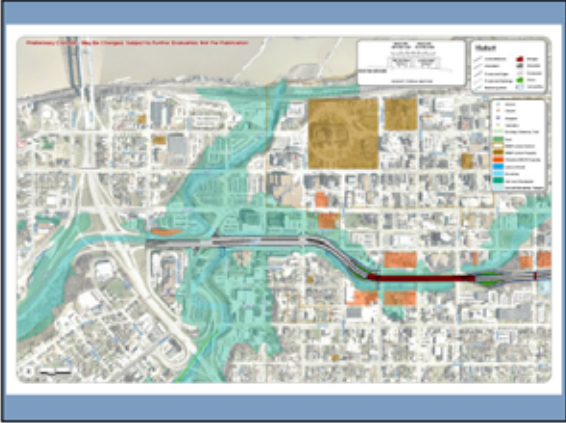
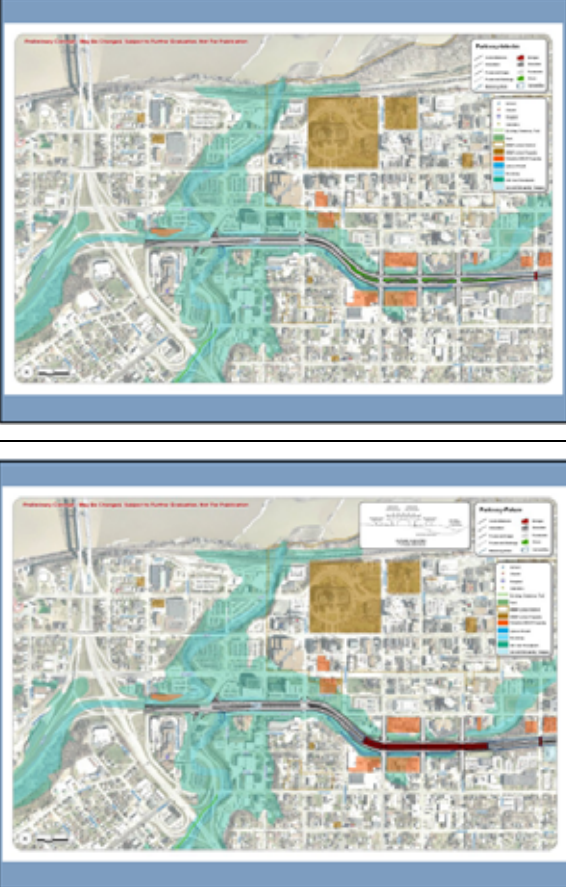
## Developed Initial Alternatives

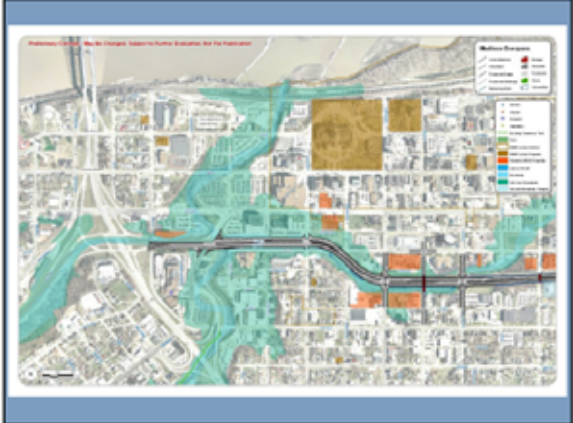
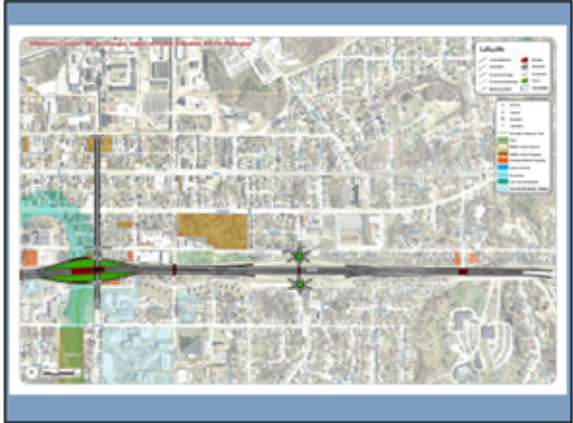
The task at hand is to get Advisory Group input on the Range of Reasonable Alternatives. Those alternatives will undergo for more detailed screening relative to their likely impacts. The entire screening process will be documented in a Draft EIS, which will include recommendations on Preferred Alternatives. The team anticipates that document will be available for public review in the second quarter of this year. After the public has had a chance to review the Draft EIS, comments will be incorporated, appropriate changes made and the document will be submitted for final approval. The entire process should be completed in the next year.

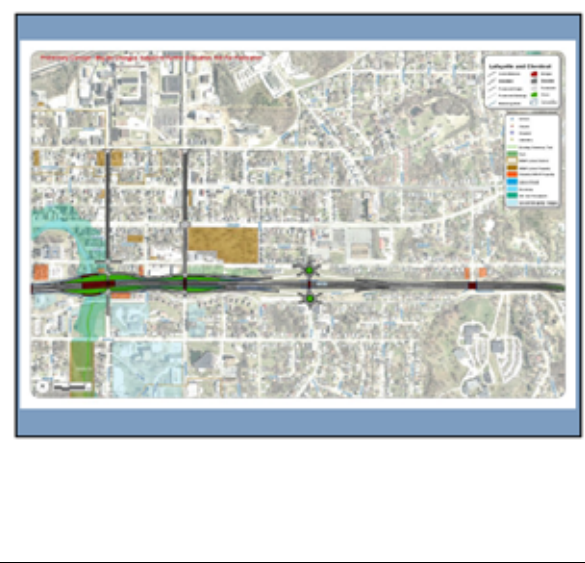
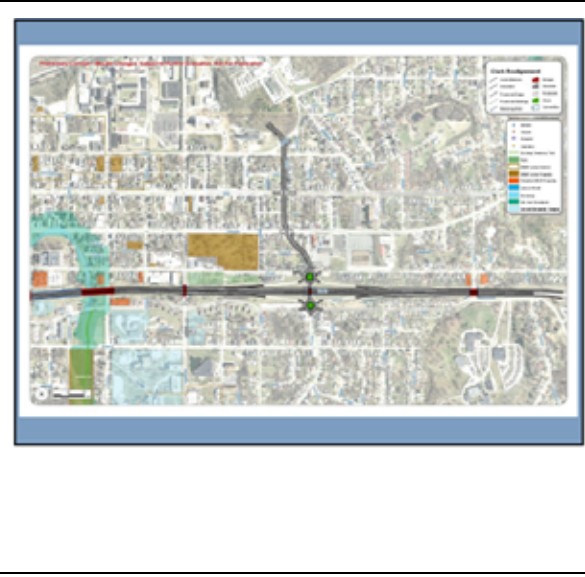

Maps showing the Initial Alternatives were distributed, and Wells, Pierson and the group discussed the following points:



	<p>The team discussed the key points of the screening criteria, including the formal Purpose and Need and the other criteria. Both sets of criteria were developed with input from the Community Advisory Group and the public.</p>
<p>The team then began a discussion of the Initial Alternatives, and how well each met the screening criteria.</p>	
	<p><b>TSM/TDM</b> - First, they discussed small-scale improvements that increase safety and enhance operation (Travel Systems Management) and strategies that change when people drive (Travel Demand Management), as well as increased transit.</p> <ul style="list-style-type: none"> <li>• Alternative includes: <ul style="list-style-type: none"> <li>○ Right in/Right outs at triplets</li> <li>○ No left turns on the triplets,</li> <li>○ One way pairs on triplets,</li> <li>○ Transit</li> </ul> </li> <li>Doesn't meet Purpose and Need <ul style="list-style-type: none"> <li>○ All interim improvements</li> <li>○ Help but don't solve capacity and operation issues</li> <li>○ Don't help prison access issues</li> </ul> </li> <li>• Could be included as features of reasonable</li> </ul>

	<p>alternatives</p> <p>Pierson noted that this option was added in response to public input at the August meeting.</p> <p>North Bypass</p> <ul style="list-style-type: none"> <li>• New Missouri River Crossing</li> <li>• Few if any residential acquisitions</li> <li>• Doesn't address P&amp;N</li> <li>• Multiple stream crossings</li> <li>• Adds to out of distance travel</li> </ul> <p>South</p> <ul style="list-style-type: none"> <li>• New Missouri River Crossing</li> <li>• Multiple crossings of the Moreau River</li> <li>• Doesn't address P&amp;N</li> <li>• Adds to out of distance travel</li> </ul>
<p>Pierson noted that the remaining alternatives are split into two sections, west of Jackson and east of Jackson.</p>	
	<p>Max Lanes</p> <ul style="list-style-type: none"> <li>• Maintains all current access</li> <li>• Minimum maintenance of traffic (MOT) issues during construction</li> <li>• Low construction cost</li> <li>• Large roadway footprint (11 and 12 lane sections)</li> <li>• Significant impacts to properties and Wears Creek</li> <li>• Unable to construct without improvements to the Tri-Level</li> <li>• Missouri Boulevard is LOS E with some failing movements.</li> <li>• Jefferson, Madison, Monroe are LOS C, B, D.</li> </ul> <p><i>Discussion:</i></p> <p>Major improvements at Broadway would impact the Tri-Level, so for most alternatives, the concept is to make more modest changes that would give that intersection between ten and twenty years of reasonable service. That would give the community time to evaluate options for the intersection and, concurrently, at the Tri-</p>

	<p>Level.</p> <p>Viaduct</p> <ul style="list-style-type: none"> <li>• Unimpeded movement through the corridor after Broadway</li> <li>• Allows for shoulders to be constructed</li> <li>• High construction cost</li> <li>• Significant issues on Whitton to allow traffic to continue to use the roadway during construction of viaduct section</li> <li>• Significant property impacts</li> <li>• Able to build retaining walls and stay out of Wears Creek</li> <li>• Missouri Blvd is LOS F (by 2035).</li> <li>• Jefferson, Madison and Monroe are LOS D, C, C</li> </ul> <p><i>Discussion</i></p> <p>There was discussion on the major impacts of this option, not the least of which is high cost.</p>
	<p>Parkway (Interim and Future)</p> <ul style="list-style-type: none"> <li>• Accommodates an additional thru lane along the mainline at Jefferson, Madison and Monroe</li> <li>• Shoulders can be constructed through corridor</li> <li>• Ability to accommodate future traffic with an elevated section</li> <li>• Significant impacts to Wears Creek</li> <li>• Opportunity for aesthetic treatments in the wide median</li> <li>• Missouri Blvd has LOS F (by 2035).</li> <li>• Jefferson, Madison, Monroe have LOS F, E and F (by 2035)</li> </ul> <p><i>Discussion</i></p> <p>Pierson noted that this concept could be phased, with initial improvements serving the community for many years. The elevated section could be constructed as traffic warrants.</p> <p>Members of the group asked for clarification as to whether or not the viaduct would require additional property; Pierson said in this concept,</p>

	<p>once the parkway is established, the viaduct could be constructed within that right-of way.</p>
	<p><b>Madison Overpass</b></p> <ul style="list-style-type: none"> <li>• Accommodates an additional thru lane along the mainline at Jefferson, Madison and Monroe</li> <li>• Allows North-South movement to bypass Whitton</li> <li>• Large retaining walls impacts associated with overpass impacting the Performing Arts Center, Central Dairy, Central Bank and the furniture warehouse</li> <li>• Overpass eliminates possibility of mainline elevated section</li> <li>• Missouri Blvd has LOS F (by 2035). LOS at Jefferson and Monroe is LOS E and LOS E</li> </ul>
	<p><b>Lafayette Interchange</b></p> <ul style="list-style-type: none"> <li>• Four potentially eligible properties and Quinn Chapel are impacted by interchange</li> <li>• Five lanes would be needed on Lafayette, two in each direction and one turn lane</li> <li>• ROW impacts to residences, including possible lost driveway/parking access</li> <li>• Most direct access to MSP site and Lincoln U.</li> <li>• Must raise Lafayette St. six feet to stay out of floodplain</li> <li>• LOS is B/B</li> </ul> <p><i>Discussion</i></p> <p>There was concern about impacts to the neighborhood, historic properties and Quinn Chapel.</p>

	<h3>Lafayette &amp; Chestnut</h3> <ul style="list-style-type: none"> <li>• Four potentially eligible properties and Quinn Chapel are impacted by interchange</li> <li>• Impacts properties on Chestnut due to topography, less impacts on Lafayette</li> <li>• May impact cemetery</li> <li>• Collector/Distributor roads impact East Miller Park, Elm and Miller streets</li> </ul> <p><i>Discussion</i></p> <p>There was further concern about impacts to the neighborhood, historic properties and Quinn Chapel.</p>
	<h3>Clark Realignment</h3> <ul style="list-style-type: none"> <li>• Residential displacements because of new alignment</li> <li>• Avoids IC church</li> <li>• Utilizes existing Clark interchange, but does change operations</li> <li>• Could easily tie into internal roads at prison site</li> <li>• LOS is A/B</li> </ul> <p><i>Discussion</i></p> <p>There was further concern about impacts to the neighborhood and questions about the street width.</p>
	<h3>Lafayette Interchange &amp; Clark Realignment</h3> <ul style="list-style-type: none"> <li>• Four potentially eligible properties are impacted by the Lafayette interchange</li> <li>• Must raise Lafayette six feet to stay out of floodplain</li> <li>• Residential displacements on Clark because of new alignment</li> <li>• Avoids IC church and Quinn Chapel</li> <li>• Utilizes existing Clark interchange, but does change operations</li> <li>• Both Lafayette and Clark would be three lanes, one lane in each direction and one turn lane</li> </ul>

	<p><i>Discussion</i></p> <p>There was further concern about impacts to access to Quinn Chapel and their on-street parking.</p>
 A map showing the Clark One-Way Pair alternative. The map displays a residential area with a proposed route highlighted in black. The route starts from the left, goes south, then east, and then north. A legend in the top right corner identifies various features: 'Proposed Route', 'Existing Roadway', 'Water', 'Topography', 'Land Use', and 'Interchange'. The map also shows existing roads and landmarks.	<p>Clark One-Way Pair</p> <ul style="list-style-type: none"><li>• Residential displacements, but fewer than a realigned Clark</li><li>• Avoids IC church</li><li>• Utilizes existing Clark interchange, but does change operations</li><li>• Could easily tie into internal prison roads</li><li>• Problems with topography if extend existing Clark</li></ul>
 A map showing the Eastland alternative. The map displays a residential area with a proposed route highlighted in black. The route starts from the left, goes south, then east, and then north. A legend in the top right corner identifies various features: 'Proposed Route', 'Existing Roadway', 'Water', 'Topography', 'Land Use', and 'Interchange'. The map also shows existing roads and landmarks.	<p>Eastland</p> <ul style="list-style-type: none"><li>• Does not meet P&amp;N</li><li>• Numerous property acquisitions</li><li>• Topography issues through this area</li><li>• Utilizes existing interchange</li><li>• Increases out of distance travel</li><li>• Not as direct access to the MSP site</li></ul>
<p>The team then presented matrixes showing the evaluation of the alternatives based on purpose and Need:</p>	


## Purpose and need screening

	Sufficient Capacity	Improve Traffic Operations	Structural and Roadway Needs	Access to Major Activity Centers
<b>No-Build</b>	⊙	⊙	⊙	⊙
<b>TSM/TDM and Transit</b>	◡	◡	⊙	⊙
<b>By-Pass Options</b>				
Concept 1 (North)	◡	◡	⊙	⊙
Concept 2 (South)	◡	◡	⊙	⊙
<b>On Existing Alignment Options</b>				
Concept 3 (Max Lanes)	●	●	●	●
Concept 4 (Viaduct)	●	●	●	●
Concept 5 (Parkway)	●	●	●	●
Concept 6 (Madison Overpass)	●	●	●	●
<b>Prison Options</b>				
Concept A (Lafayette )	NA	NA	NA	●
Concept B (Lafayette and Chestnut)	NA	NA	NA	●
Concept C (Clark Realignment)	NA	NA	NA	●
Concept D (Lafayette Interchange and Clark Realignment)	NA	NA	NA	●
Concept E (Clark 1-way pair)	NA	NA	NA	●
Concept F (Eastland)	NA	NA	NA	◡
<b>Description</b>	<b>Rating Symbol</b>			
Substantially addresses project needs	●			
Moderately addresses project needs	◡			
Fails to address project needs	⊙			
Not Applicable	NA			


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The team also presented the evaluation based on the additional screening criteria:

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**Other  
screening  
criteria**



	Built Environment	Natural Areas / Weare Creek	Tri-Level Interchange	Section 4(f) / 6(f)	Bike & Ped Access	Neighborhood Cohesion	Land Use Compatibility	Cost
No-Build	1	1	3	1	4	1	1	---
TSM/TDM and Transit	1	1	3	1	4	4	1	Low
By-Pass Options								
Concept 1 (North)	2	5	2	---	4	1	3	High
Concept 2 (South)	5	5	2	---	4	5	5	High
On Existing Alignment Options				<b>Mainline Impacts</b>				
Concept 3 (Mix Lanes)	5	4	5	4	5	5	2	Low
Concept 4 (Viaduct)	4	3	3	4	3	3	3	High
Concept 5 (Parkway)	3	4	3	2	3	3	3	Med
Concept 6 (Madison Overpass)	2	2	3	2	2	2	4	Med
Prisons Options				<b>Prison Access Impacts</b>				
Concept A (Lafayette)	3	3	NA	5	5	3	3	Med
Concept B (Lafayette and Chestnut)	4	3	NA	5	5	4	4	High
Concept C (Clark Realignment)	4	2	NA	---	3	4	5	Med
Concept D (Lafayette Interchange and Clark Realignment)	4	3	NA	---	4	3	4	Med
Concept E (Clark 1-way pair)	5	2	NA	---	2	5	5	Med
Concept F (Eastland)	5	5	NA	---	4	3	5	High

**Description**

Project impacts are lower relative to other concepts

Project impacts are somewhat lower relative to other concepts

Project impacts are neutral

Project impacts are higher relative to other concepts

Project impacts are considered unreasonable

Not Applicable

Unknown

**Rating Symbol**

1

2

3

4

5

NA

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Based on those criteria, the following Initial alternatives are recommended for further study:

### West of Jackson

- Viaduct
- Madison Overpass
- Parkway (Interim and Future)

### East of Jackson

- Lafayette
- Clark Realignment
- Lafayette Interchange and Clark Realignment